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MID-WEEK PICTORIAL

AMERICANS OF THE DRAFT ARMY AT CAMP DIX, N. J., TRAINED TO USE MACHINE GUNS, NOW READY, WHENEVER THE CALL COMES, TO LEAVE FOR SERVICE IN FRANCE.

(*Times Photo Service.*)

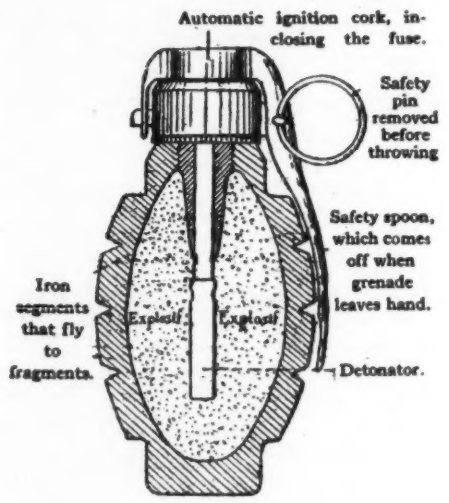
A Flashlight on Some Aspects of the War

Alexandra Kollontay Minister of Public Welfare in the new Russian Cabinet set up by the Bolsheviki, a position which gives her an opportunity to carry out her ideas of endowing motherhood.

ALEXANDRA KOLLONTAY, who appears in the photograph of the Bolshevist Cabinet reproduced on another page of this issue, is one of the most interesting of Russia's many women revolutionaries. She was elected to the Constituent Assembly, and when Lenine superseded Kerensky as the head of the Russian Government she was mentioned as the new Russian Ambassador to the United States. But the appointment she received was that of Minister of Public Welfare. She is a widely known authority on both socialism and feminism, and the ultra-radicalism of her ideas has been responsible for the suppression of several of her books in Germany and Sweden. As a feminist one of her great aims is to bring about the proper recognition by society of motherhood. "Twenty-four per cent. of all married women have to work," she has said, "and it is the duty of the State to provide for maternity." The influence of her ideas has been seen in the Scandinavian countries and elsewhere in the form of legislation providing State aid for wage-earning women on becoming mothers. As Minister of Public Welfare Mme. Kollontay has obtained the opportunity she has always desired of putting into practice her schemes for the endowment of motherhood, which go a good deal further than anything yet attempted in Europe, America, or Australasia. But she is also a revolutionary Socialist, and has even been suspected of being a nihilist. In January, 1915, she was expelled from Sweden on account of an article from her pen in a Swedish radical publication, and in July, 1917, after a fight between Government agents and revolutionaries at Tornea in Finland, she was arrested. On her release she went to Switzerland, where, with other Russian revolutionaries, she worked hard in directing the propaganda which helped to bring about the revolution in March, 1917. Alexandra Kollontay is not unknown in America, since under the auspices of the German section of the American Socialist Party she addressed large crowds during a lecturing tour of the United States a couple of years ago.

* * *

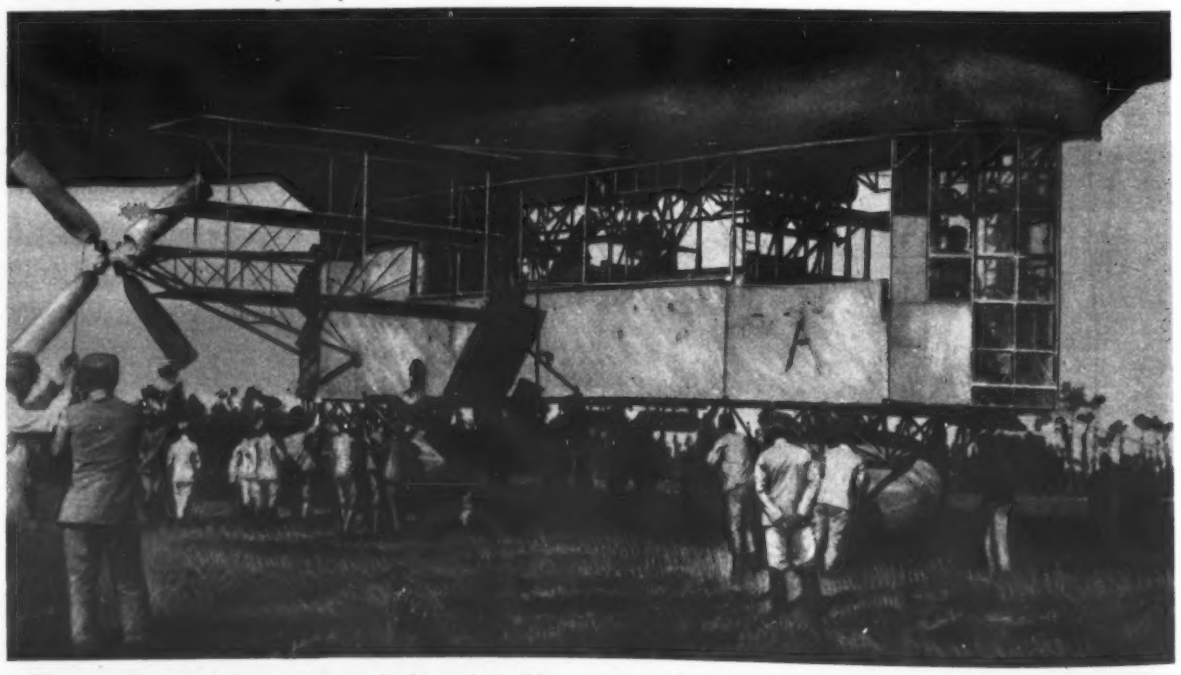
HAND grenades, which have again proved themselves so effective in trench fighting along the Western front, are of great antiquity. History records their use as early as 1427. At the siege of the fortress of Casalmaggiore on the River Po the defenders threw bottles filled with gunpowder. In 1665, during the reign of Louis XIV., a few picked soldiers scoured the country in advance of the line of march, and were known as grenadiers. At first there were only four grenadiers to each regiment of infantry. But in later years whole companies were formed. Grenade throwing as a drill was regularly practiced in the British Army until about thirty years ago. During the Napoleonic wars they were little in use, but were employed with great effect at Sebastopol during the Crimean War. Having fallen almost completely into disuse among European armies, it was not until the Russian-Japanese War that the hand grenade regained much of its old importance. At the siege of Port Arthur it formed the chief weapon in hand-to-hand fighting. The grenade used here by the Russians consisted of rolled brass cases of quick-firing artillery, cut into lengths of four inches. They were filled with pyroxil, and provided with a fuse set to burn fifteen seconds. The Japanese used pieces of bamboo cane filled with picric acid, with an ordinary fuse consisting of flax treated with gunpowder to ignite it. The art of throwing the hand grenade was first introduced in the present war by the British. The present-day grenadiers are lined up facing a number of parallel lines marked on the ground by small flags at distances of 20 to 30 yards. They are then drilled in throwing hand grenades without charges. This exercise is executed with a swinging motion of the upper part of the body, the arms extended, the left-hand



Cross-section of a French hand grenade. It is exploded by an automatic detonator while still in the air a few seconds after leaving the hand of the thrower.

pointing toward the target and the legs in the position of guard. After a time some men have been said to attain to a speed of thirty-five grenades a minute. The "pine-apple" grenade, or as the French are wont to call it, the "citron" (lemon) is charged with a powerful explosive called shedite, which when exploded on open ground is said to cause injuries at 250 yards. Primed with a sensitive detonator, the grenade is caused to explode when it strikes the ground. Very often the grenade is not thrown far enough, so that the explosion is likely to cause casualties among one's own troops. Apart from these disadvantages, the grenade is an excellent weapon for hand-to-hand fighting.

A DIRIGIBLE better than the Zeppelin has been invented by Enrico Forlanini, an Italian Senator, who has been at work on the development of airships ever since 1877. Realizing at that time that the carrying of his plan to completion would have to be the work of later years, when he could command leisure and means, he entered the world of industry and worked his way up to the ownership of the foundries and machine shops of Forti, Italy. After twenty-odd years of effort in this field he again took up his favorite experiment in aerial navigation. Since then he has devoted much of his time and has spent several hundred thousand dollars on the construction of dirigibles. The first of these, designed in 1901, he christened with the name of Leonardo da Vinci, the great Italian who in the fifteenth century foresaw the possibilities of aerial navigation. But not till 1909 was the "Leonardo" finished; nor was it all that its creator wanted it to be. He built a second and improved type, which he launched in 1912 under the name of "Citta di Milano" in honor of his native city. Then the Italian Navy wanted one, and this resulted in the "Forlanini," third type, for short, F-3. The F-4 appeared in 1916, the F-5 in 1917, and what is forthcoming in 1918 may not be told. The great difference between the German and the Italian type is that the Zeppelin is a rigid airship, while the Forlanini is flexible, or rather semi-flexible. The Forlanini, according to reports, is capable of flying sixty miles an hour, of carrying a full defensive equipment, with the appointed quantity of bombs, (measured in tons,) and traveling at an altitude of 20,000 feet. The Italian dirigible is light in construction in proportion to its size, another advantage over the Zeppelin, as the light weight results in efficiency of climbing. The Forlanini is compact in construction, since the nacelle is not suspended but firmly attached to the body of the ship; it offers the least resistance to the air because of the arrangement of its propelling and governing system. The F-5 type, in volume, is 700,000 cubic feet; the length, 300 feet; maximum width, 66 feet. There are twelve airtight compartments for the gas. Total weight, 22,000 pounds. The F-5 carries 22,000 pounds at the start. At an altitude of 13,000 feet, where the air is two-thirds rarefied, and the climbing power of the airship consequently reduced, the dirigible can lift 8,000 pounds, while it can lift 13,000 pounds at an elevation of 7,000 feet. These figures are interesting when considered in connection with the weight of the crew, consisting of one commander, two officers, and two mechanicians, and to that of the fuel. The surplus carrying power is available in time of war for fighting equipment; in time of peace, for passengers. The fighting value of the airplane has since the war caused it to overshadow the dirigible, but when peace comes the latter will probably come into greater vogue.

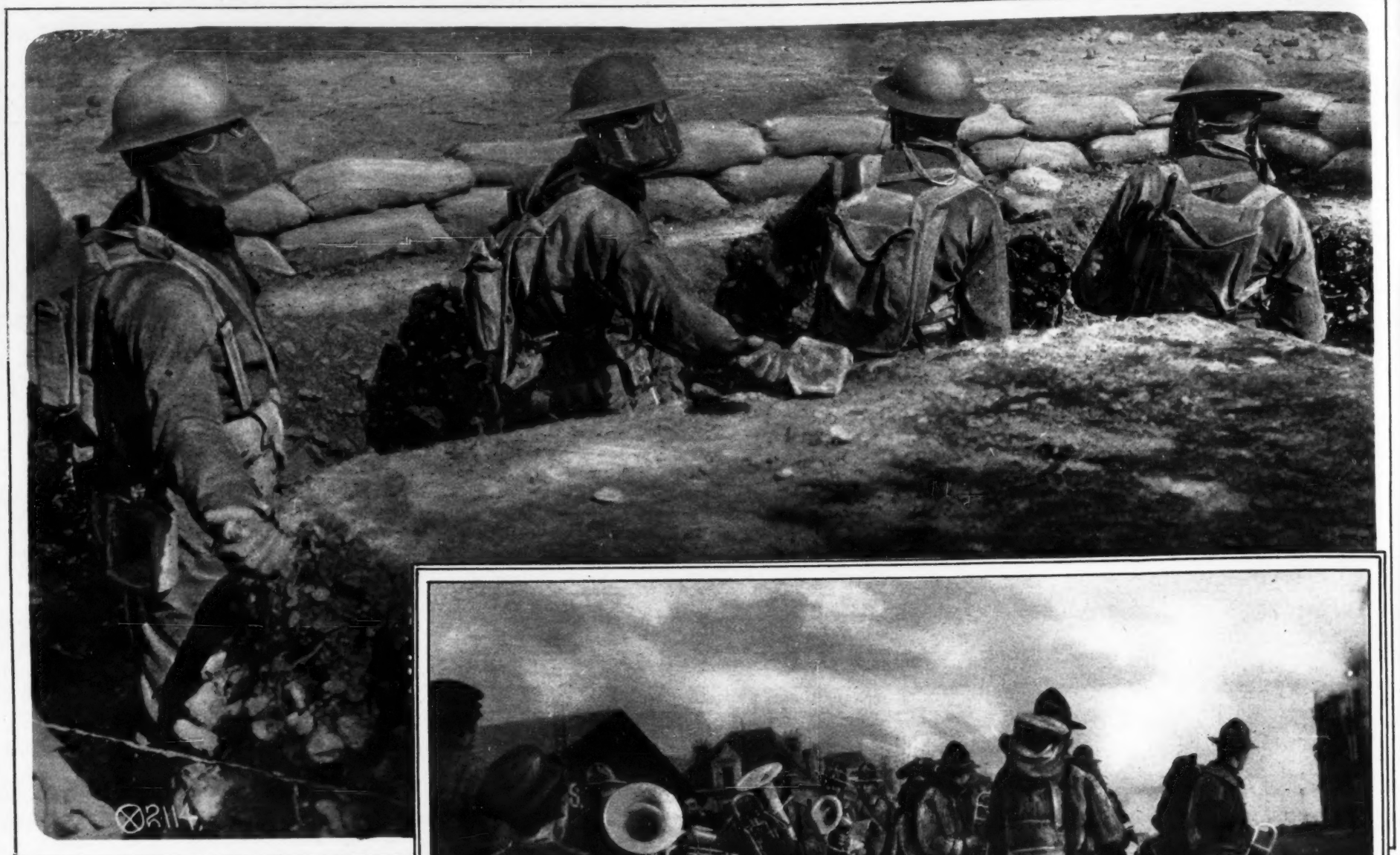


The car of one of the great new Italian dirigibles, named after Senator Forlanini, who has spent many years developing an airship much superior to the Zepplin.

What the British Found on the Way to Jerusalem

AS THE BRITISH ADVANCED IN PALESTINE THEY FOUND THAT THE WELLS HAD BEEN DESTROYED. SINCE SUCH AN OUTRAGE IS FORBIDDEN BY THE RELIGION OF THE ORTHODOX TURKS, THE PRESUMPTION IS THAT THE WELL SHOWN IN THE ABOVE PHOTOGRAPH WAS DESTROYED BY THE GERMANS WHO WERE WITH THE TURKISH ARMY. THIS WELL WAS AT BEERSHEBA AND WAS BLOWN UP WITH A HIGH EXPLOSIVE.

What the Men of Our Armies Are Doing in Their Tra



ABOVE—UNITED STATES MARINES IN THE TRAINING TRENCHES IN FRANCE, EQUIPPED WITH THE LATEST GAS MASKS AND STEEL HELMETS.
(© Committee on Public Information from Underwood & Underwood.)

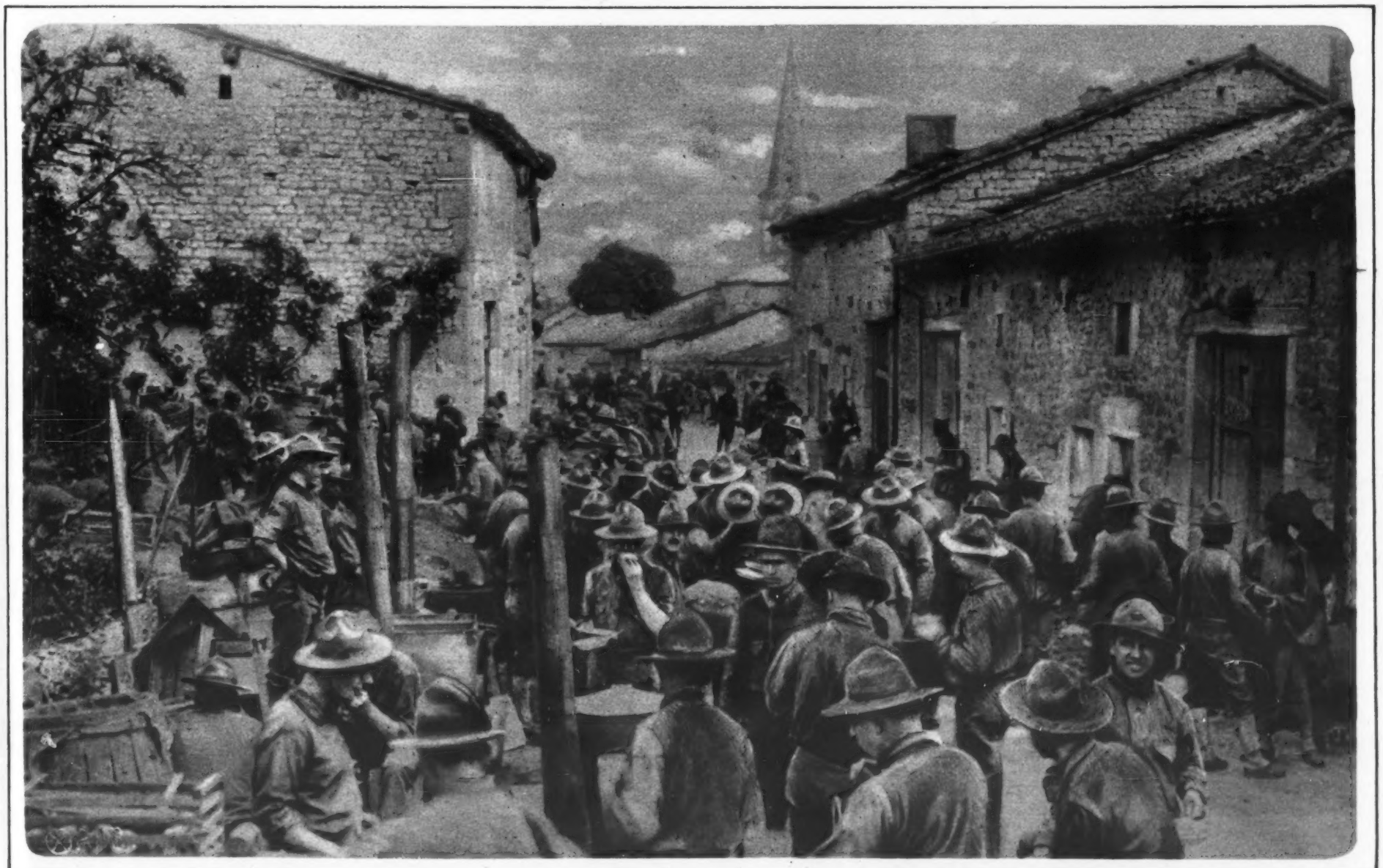
AT RIGHT—AN AMERICAN REGIMENT IN FRANCE HALTED FOR A SHORT REST IN A VILLAGE, WHILE THE BAND ENTERTAINS THE INHABITANTS.
(© Kadel & Herbert.)

GENERAL PERSHING AND HIS STAFF PASSING THROUGH A FRENCH V'LLAGE WHERE A NUMBER OF U. S. MARINES ARE BILLETED. RECENTLY HE MADE AN INSPECTION TOUR OF ALL THE AMERICAN TRAINING CAMPS IN FRANCE.
(© Committee on Public Information from Underwood & Underwood.)

Training Camps in France and the United States

AT THE SCHOOL FOR NON-COMMISSIONED OFFICERS AT CAMP MEADE, MARYLAND, WHERE THEY ARE LEARNING TO FIRE FROM THE TRENCHES UNDER THE SUPERVISION OF BRITISH OFFICER-INSTRUCTORS.

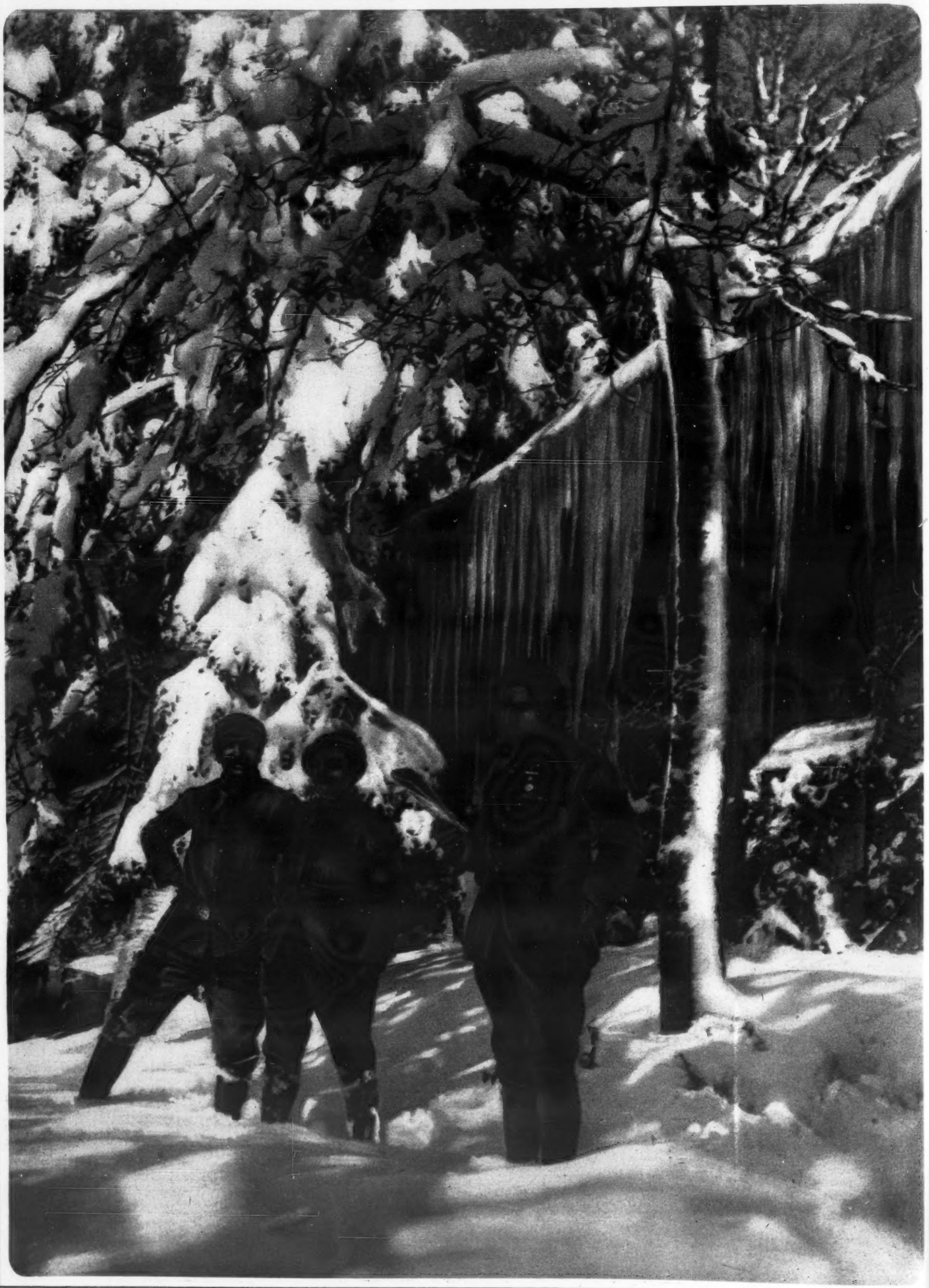
(© International Film Service.)



MEAL TIME (OR AS THE SOLDIERS CALL IT, "CHOW TIME") AT THE U. S. MARINES' CAMP IN FRANCE.

(© Committee on Public Information from Underwood & Underwood.)

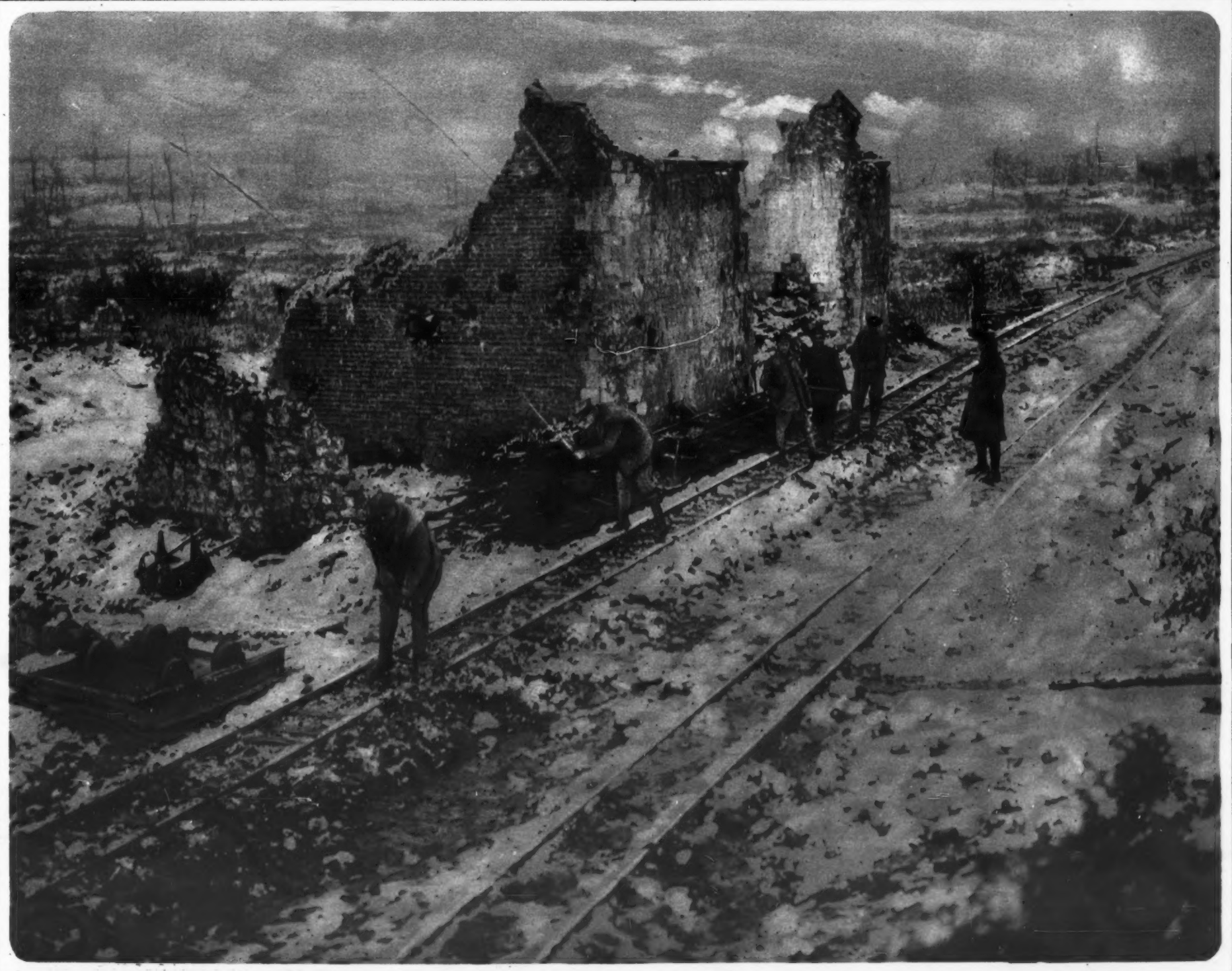
Fighting on All Fronts Halted by the Icy Grip



WINTER ON THE HEIGHTS OF ALSACE, WHERE THE SNOW AND FROST HAVE PRODUCED MANY PICTURESQUE EFFECTS SUCH AS THAT SHOWN IN THE ABOVE PHOTOGRAPH.
(Photo Pays de France.)

# of Winter on the Snow-covered Battlefields

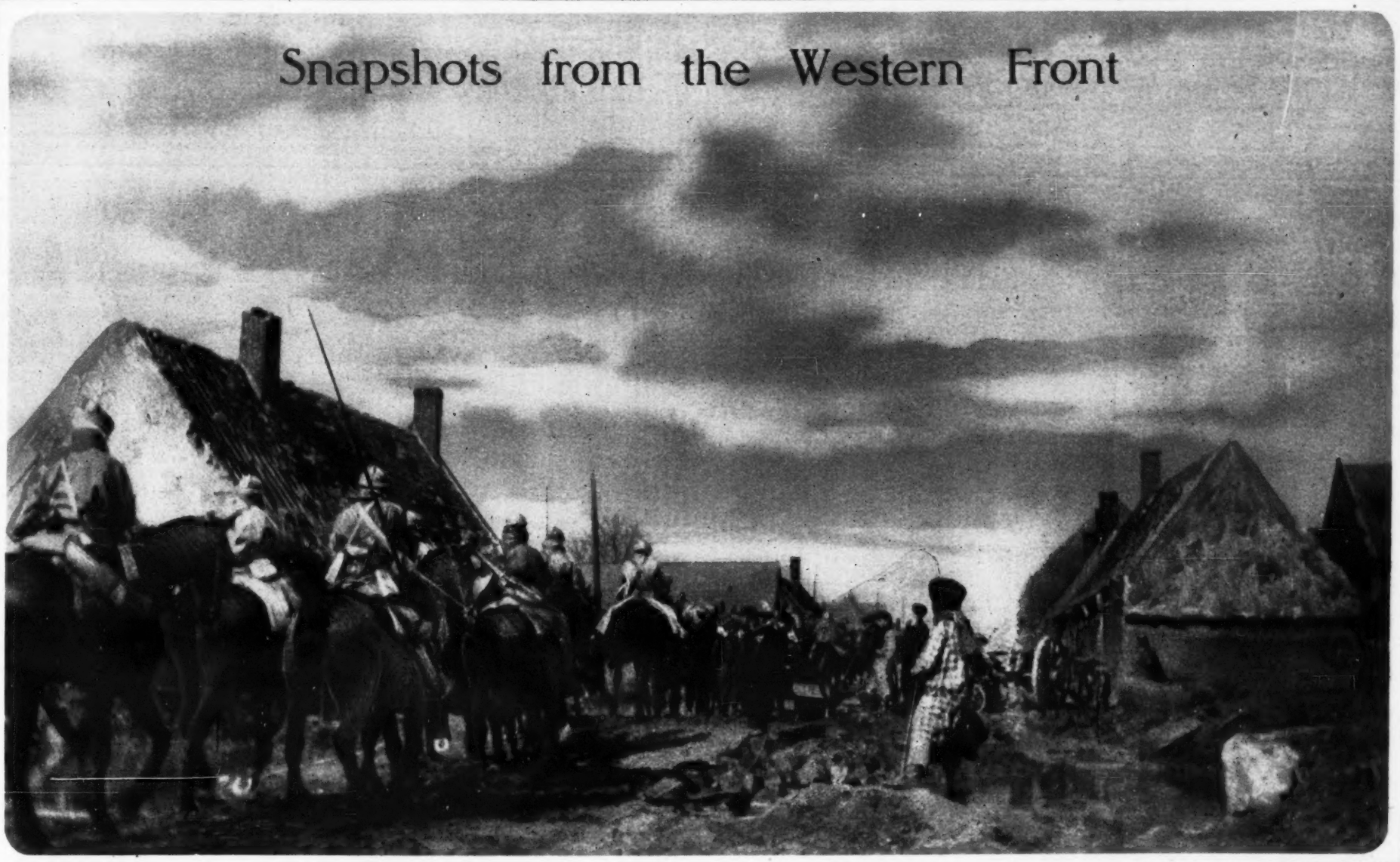
FRENCH SOLDIERS CARRYING CANS OF HOT SOUP TO THEIR COMRADES IN THE FRONT LINE TRENCHES.
(French Pictorial Service.)



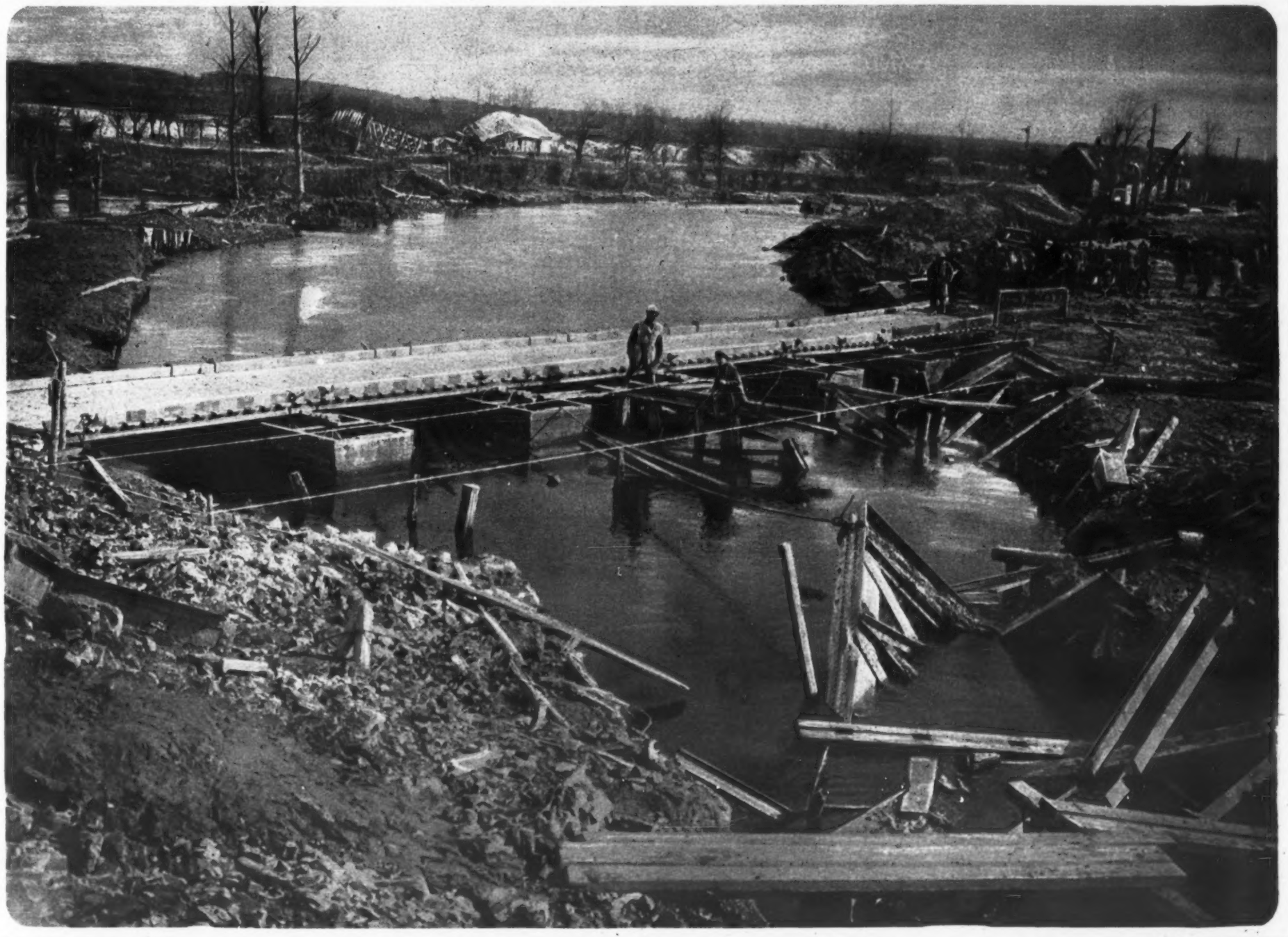
MEN OF THE CANADIAN MILITARY RAILWAY CORPS IN FRANCE HAVING A TRYING TIME KEEPING THE TRACKS OF THIS NARROW GAUGE LINE CLEAR OF SNOW.
(Canadian Official Photo from Western Newspaper Union.)

AN ARMY FIELD KITCHEN IN THE MAIN STREET OF A FRENCH VILLAGE CAPTURED BY THE BRITISH.

Snapshots from the Western Front



FRENCH CAVALRY PASSING THROUGH A VILLAGE IN THE AISNE REGION WHICH HAS BEEN EVACUATED BY THE GERMANS.
(Photo Pays de France.)



AN EXAMPLE OF THE WORK OF THE BRITISH ROYAL ENGINEERS, WHO HAVE CONSTRUCTED NUMEROUS PONTOONS TO FACILITATE TROOP MOVEMENTS
(British Official Photo from Underwood & Underwood.)

Latest Phase of the Russian Revolution, Intensifying the

THE HOUSE AT BREST-LITOVSK WHERE THE ARMISTICE CONFERENCE BETWEEN THE DELEGATES OF RUSSIA AND THE CENTRAL POWERS TOOK PLACE IN DECEMBER, 1917.

Photo International Film Service.

RUSSIA'S revolutionary upheaval has not only profoundly affected the whole social structure of the nation, but has also set in motion tendencies which may convert the former empire, not into a single republic embracing "all the Russias" over which the Czar was ruler, but into a number of separate independent national States. This is strictly in accordance with the Socialist program of the free self-determination of nationalities. Already the Bolsheviki have recognized the independence of Finland and Ukrainia, and will extend similar recognition to any other national sections which are able to organize themselves as new political entities.

It should be pointed out that the reason for Finland and Ukrainia being the first to establish themselves as independent republics is that those two territories had before the revolution and before the war definite national movements so organized that only the withdrawal of external authority was necessary for them to establish their independence. Finland, indeed, even under the Czar, had always maintained its autonomy, although its self-governing institutions were constantly interfered with by the Russian autocracy. Finland resisted the process of Russification, and now, liberated by the overthrow of Czarism, takes its place in the world as an independent nation, which is rapidly receiving recognition from the great powers. The Finns are both in race and language entirely

THE FIRST COURTESIES BETWEEN BELLIGERENTS SINCE THE OUTBREAK OF THE EUROPEAN WAR--OFFICERS AND DELEGATES OF THE CENTRAL POWERS WELCOMING THE RUSSIAN DELEGATES ON THEIR ARRIVAL AT THE BREST-LITOVSK RAILWAY STATION.

Photo International Film Service.

Tendency of Nation to Split Up into Separate Republics

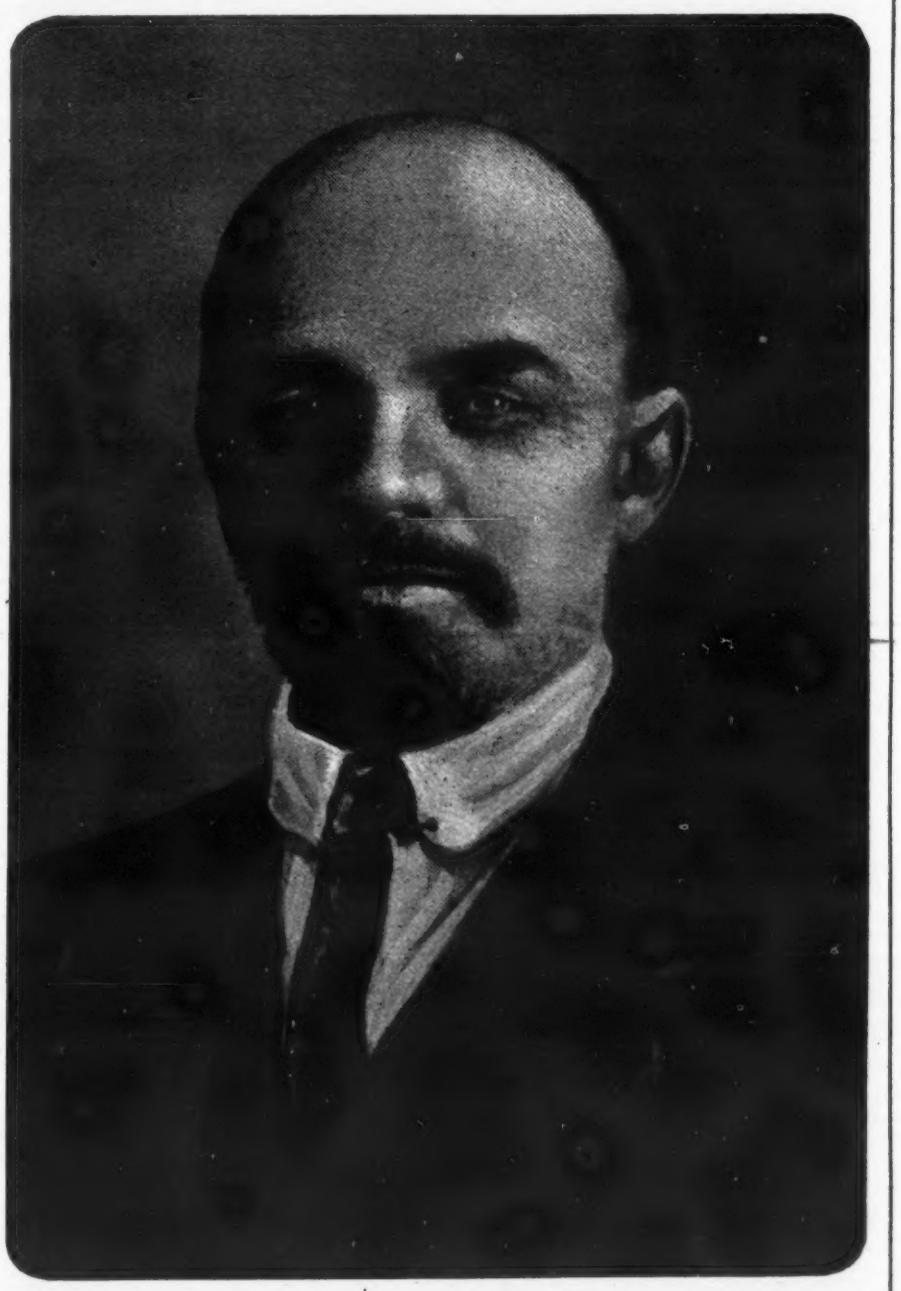
THIS, THE FIRST PHOTOGRAPH OF THE BOLSHEVIST CABINET TO REACH THE UNITED STATES, SHOWS (FROM LEFT TO RIGHT): ZLOTOWSKY, MICHAILOW, LUNACHARSKY, MINISTER OF EDUCATION; TROTZKY, FOREIGN MINISTER; GENERAL MURAWOW, AND NOGIN, MINISTER OF COMMERCE. THE WOMAN ON THE OTHER SIDE OF THE TABLE IS ALEXANDRA KOLLONTAY.

distinct from the Russians, and by their geographical position have many interests in common with the Scandinavian countries. Finland should now be regarded as one of the four Scandinavian nations, rather than as a new Russian republic, a point which will be better appreciated by referring to the country's history.

Although a Peking despatch, dated Jan. 21, stated that the movement for self-government is developing in the eastern provinces of Siberia and that a conference was about to take place at Blagovestchenk to organize an administration, and similar movements are reported from other Russian territories, the chief interest at the present moment is the autonomous development of Russia proper, or European Russia, because here are the great majority of the 180,000,000 inhabitants of the former empire. The map, which occupies two pages elsewhere in this issue, has been drawn to illustrate the present splitting up of Russia into separate republics or autonomous units, and for the sake of convenience in describing the new territorial divisions the old division of Russia into *guberniyas* has been retained. There were also provinces, the difference being that they were under military Governors, while the *guberniyas* were administered by civil Governors.

Under the Czar the administration of the vast empire was centralized as far as possible in the hands of the bureaucracy in Petrograd. Yet there had to be local administrative units, and the largest of these were the *guberniyas* and provinces, which territorially corresponded approximately to the smaller of the United States of America. A *guberniya* is literally a Government, or, as we should say, a State. Under the Czar there were 78 *guberniyas* (50 in European Russia, 9 in Poland, 8 in Finland, 7 in Caucasus, and 4 in Siberia), and 21 provinces (1 in European Russia, 5 in Caucasus, 9 in Central Asia, and 6 in Siberia). Some of the *guberniyas* were grouped together under a Governor General. Within the *guberniyas* were various smaller units for the administration of districts, cantons, and communes, the citizens of which had certain self-governing rights through the elective provincial and district assemblies, called *Zemstvos*.

In the present break-up of Russia into new national units the old *guberniyas* will help us to form some idea of their territorial extent. The Ukraine (which means "borderland") is also known as Malo-Russia (Little Russia) and strictly speaking embraces the four *guberniyas* of Chernigov, Kiev, Poltava, and Kharkov, which have an area of 80,000 square miles and a population of 25,000,000. But apparently the new Ukrainian republic claims additional areas, namely, those of the *guberniyas* of Volhynia, Podolia, Kherson, Yekaterinoslav, and parts of Voronezh and Kursk, which would increase the territory of the republic to about 195,000 square miles with a population of about 45,000,000. But even this does not cover the complete Ukrainian program, since the Rada (National Council) hopes also to take within its jurisdiction the *guberniyas* of Bessarabia and Taurida, and the province of the Don Cossacks. The province, however, has also declared its independence, and apparently desires to be a separate republic under the Ataman (chief) of the Don Cossacks, General Kaledine. Similarly, an autonomous movement of the Ural Cossacks, inhabiting the *guberniyas* of Astrakhan, Samara, and Orenburg, has been reported.



NIKOLAI LENINE (WHOSE NAME ORIGINALLY WAS VLADIMIR ILITCH ULYANOV), HEAD OF THE RUSSIAN BOLSHEVIST GOVERNMENT, FROM A PHOTOGRAPH TAKEN WHILE HE WAS AN EXILE IN SWITZERLAND.

Another embryonic autonomous movement is that of the Moslem Tartars, of whom there are some eight millions, mainly in the *guberniyas* of Kazan and Ufa. The intellectual leaders of the Tartars would unite the great population of Middle and Near Asia into a vast Turanian State. In the *guberniyas* of the Middle Volga, the chief centre of this movement, the Tartars are, however, mixed with Great Russians, and, therefore, if a new autonomous unit comes into existence in Kazan it is not likely to correspond with all the areas occupied by Tartars, the more so as in Asiatic Russia there are other nationalist movements. The most the Volga Tartars desire and demand is cultural, not political, autonomy. This region of European Russia is still in a state of flux, and nothing definite can be said until the destiny of Russia generally is settled.

The fate of Russian Poland, which demands autonomy, and also the restoration of national unity, which involves German and Austrian territories, are matters about which nothing definite can be said until the map is redrawn after the war. The *guberniyas* of Courland, Livonia, and Esthonia, with an area of about 36,000 square miles, are nearly all under military occupation by the Germans. An independent Lithuania is another possibility.

The interesting point which emerges from this analysis is that, if the principle of self-determination is applied on the wholesale scale indicated, the Russia which has its centres in Petrograd and Moscow will be a mere fraction not only of the former empire but even of European Russia, and that Eastern Europe will consist of a considerably larger number of national States than has been the case for many centuries. On the other hand it is equally probable that most of the new autonomous units will unite in a federal republic or confederation which will guarantee State rights on a basis similar to that of the United States Constitution.

The Signing of the Armistice by the Russian Delegates and Tho

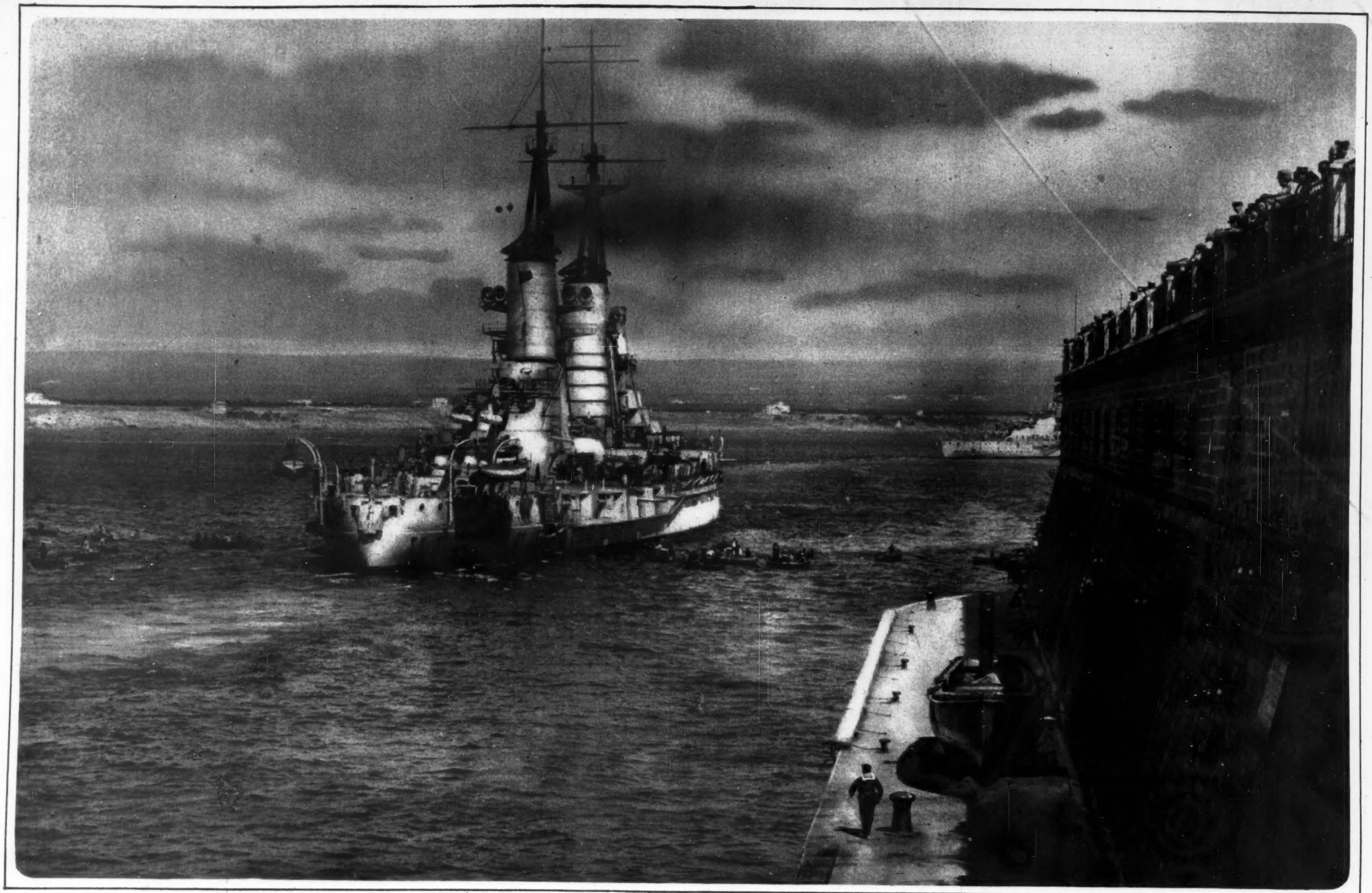
The Delegates Shown in the Above Photograph are Indicated by the Numbers in the Key Plan at the Right Hand Corner: (1) Kamenoff; (2) Ioffee, President of
(7) Lieut. Col. Fokke; (8) Zeki Pasha, Attorney of Turkey; (9) Ambassador von Merey; (10) Prince Leopold of Bavaria; (
(14) Captain Roy; (15) Major Brinkmann; (16) Major von Komeko; (17) Captain vo

nd Those of the Central Powers at Brest-Litovsk, Dec. 16 1917

, President of the Russian Delegation; (3) Mrs. A. A. Bicenko; (4) Admiral Altvater; (5) Staff Captain Lipsky; (6) Korochan, Secretary of the Russian Delegation;
d of Bavaria; (11) General Hoffmann, Chief of Staff; (12) Colonel Gantschew, Attorney of Bulgaria; (13) Captain Horn;
7) Captain von Rosenburg; (18) Major von Mirbach; (19) Dolivo-Dobrowolsky.
national Film Service.)

How the Free Self-Determination of Nationalities is Affecting Russia

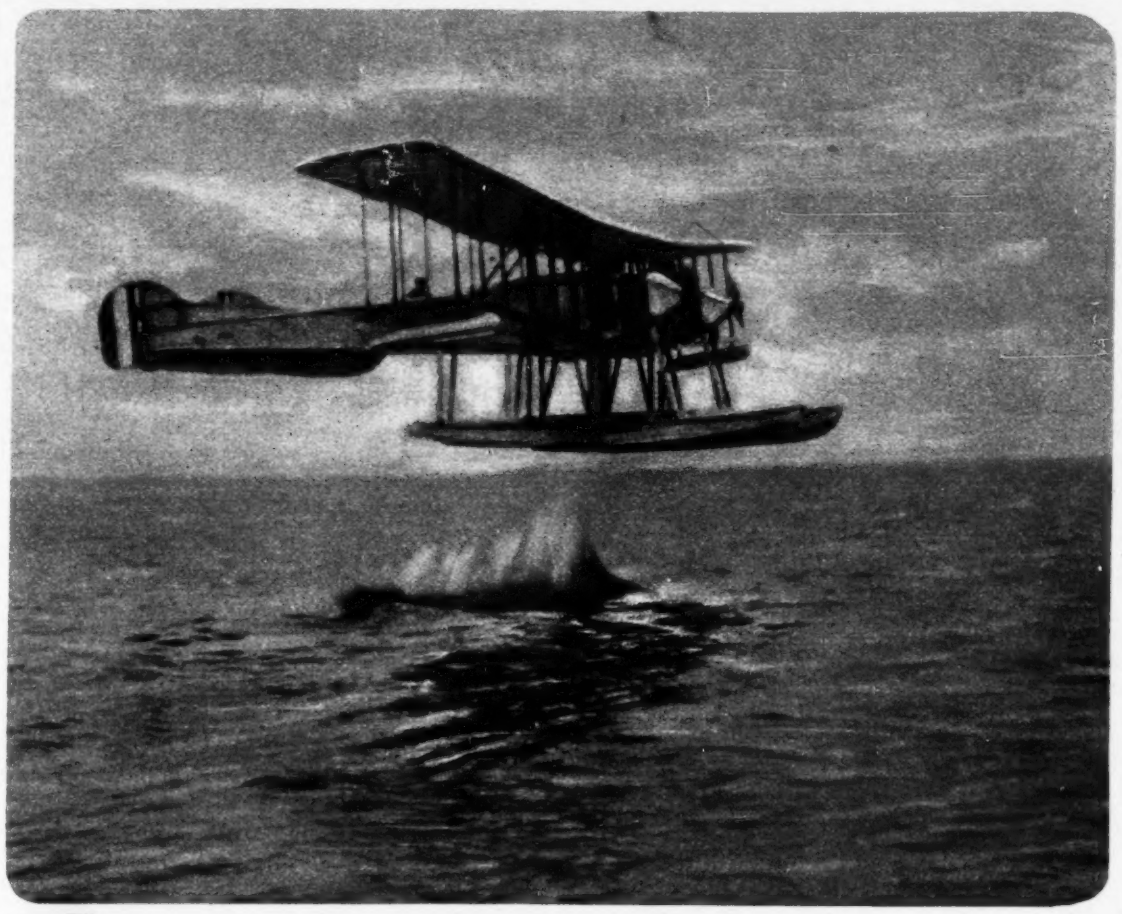
THE ABOVE MAP HAS BEEN DRAWN TO SHOW HOW THE NEW TENDENCY TOWARD AUTONOMY AND NATIONAL INDEPENDENCE IS BREAKING UP THE TERRITORIES OF THE FORMER RUSSIAN EMPIRE INTO A NUMBER OF NEW REPUBLICS. THE TWO MOST IMPORTANT OF THESE NEW NATIONAL ENTITIES ARE FINLAND AND UKRAINIA. FOR A FULLER ACCOUNT OF THIS IMPORTANT DEVELOPMENT SEE THE ARTICLE ON THE PRECEDING PAGES.



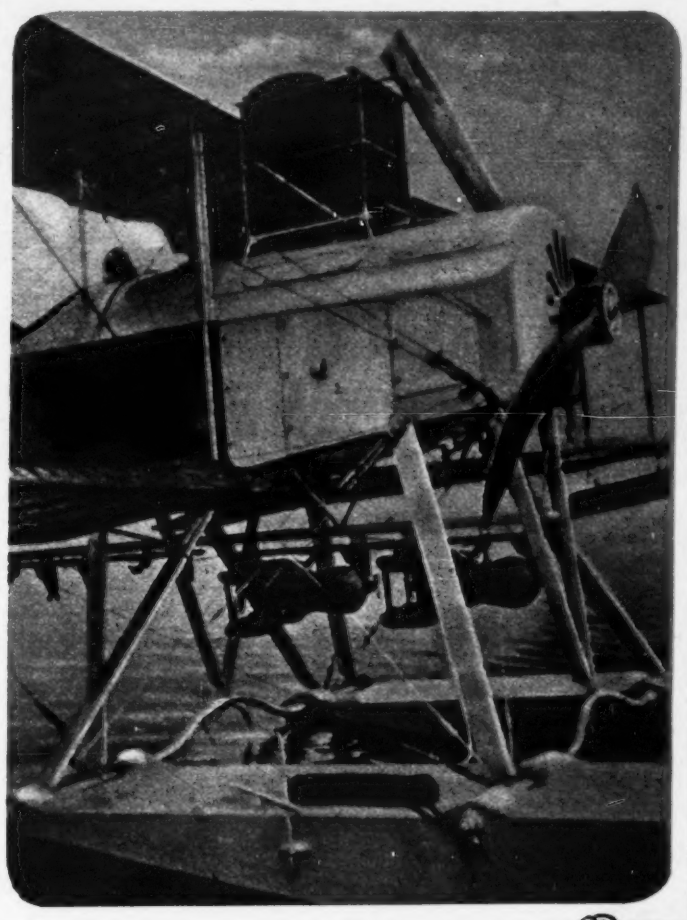
THE ITALIAN BATTLESHIP GIULIO CESARE PASSING THROUGH THE CANAL OF TARANTO.

(Photo F. L. Swaab.)

With the Naval Forces of the Allied Nations



A BRITISH SEAPLANE USED AS AN AERIAL TORPEDO-BOAT. A TORPEDO JUST RELEASED IS STRIKING THE WATER.



BOMB DROPPING FROM SEAPLANES; A MACHINE WITH BOMBS IN POSITION BENEATH THE FUSELAGE.

(Photo F. L. Swaab.)

THE BODIES OF THE JAPANESE NAVAL OFFICERS AND SAILORS WHO WERE KILLED IN A DESTROYER ACTION IN THE MEDITERRANEAN WERE CREMATED AND THE REMAINS TAKEN TO JAPAN. THE PHOTOGRAPH SHOWS THE REMAINS BEING TAKEN ASHORE ON BOARD A TORPEDO-BOAT. (Central News Photo Service.)

CONTRARY to all expectations, the war has been remarkable for practically no great naval battles, with the exception of that off Jutland, and that was inconclusive. But this does not mean that there has been no naval activity. There has been and continues to be the most intense work engaging thousands of vessels, but of the smaller kind. Combating submarine warfare and the convoying of transports have been the two chief occupations of the allied navies. Yet, if battleships have not been fighting in great engagements, the mere fact of their presence is an enormously important factor. Lieut. Commander C. C. Gill, in his newly published book, *Naval Power in the War*, ought to be read on this point, for he presents very clearly the whole argument for regarding the heavily armed battleship as still standing supreme as the dominating factor in naval power. He believes, further, that the tendency to increase the tonnage of battleships will continue.

ITALIAN WOMEN CLEARING AWAY THE SNOW ON A MILITARY ROAD IN THE GORGE OF SOTTOGUIDO.
(Photo F. L. Swaab.)

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On the Snow-clad Heights Where Italy Is Fighting

STRETCHER BEARERS CARRYING A WOUNDED ITALIAN SOLDIER ON THE ADAMELLO.
(Photo F. L. Swaab.)

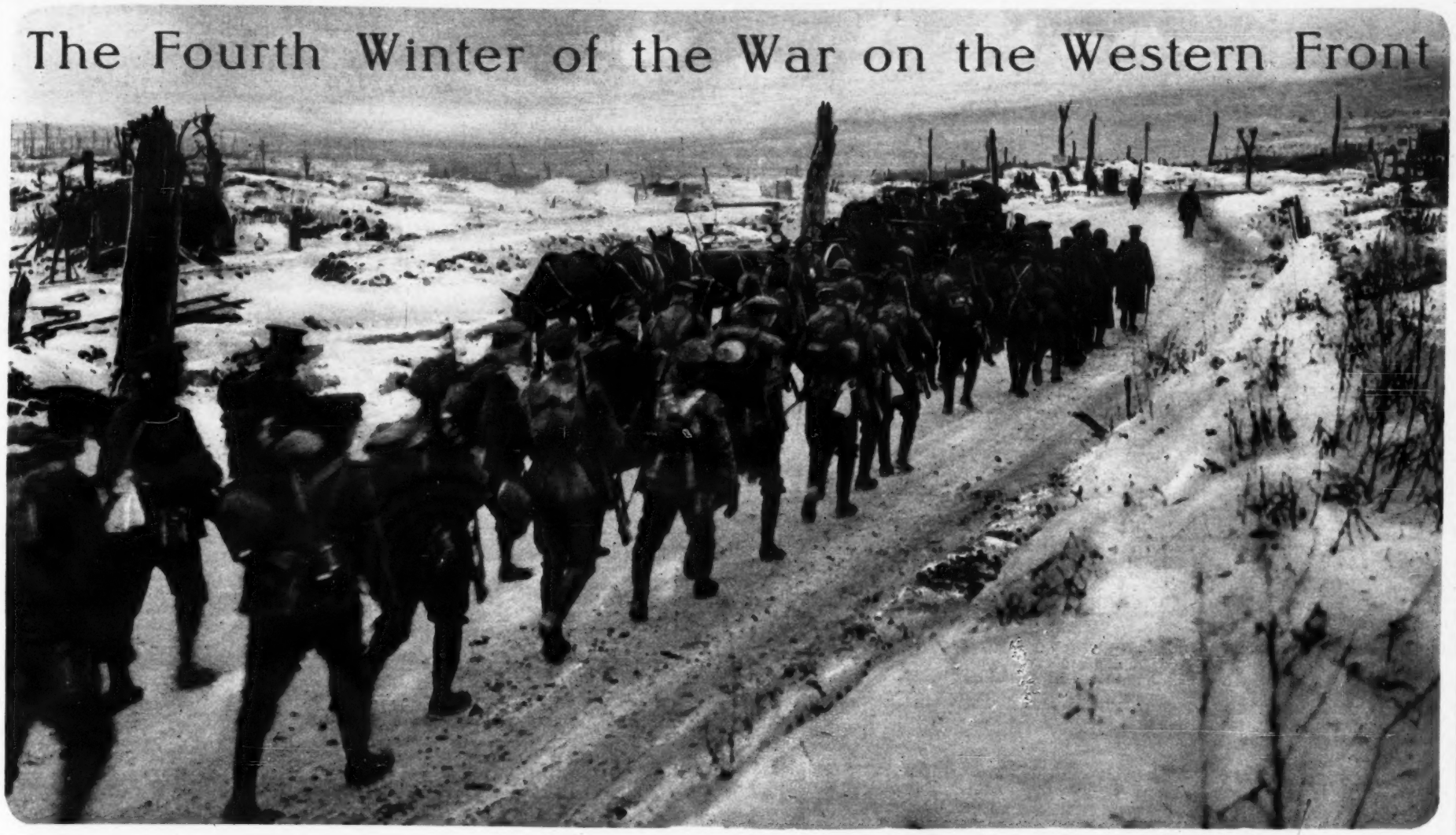
ITALIAN TROOPS MAKING THEIR WAY WITH SLEDGES ACROSS THE TOP OF THE ADAMELLO, NEARLY TEN THOUSAND FEET ABOVE SEA-LEVEL.
(Photo F. L. Swaab.)

HEAVY snow has now brought the Italian campaign to a virtual standstill; and the only activity consists in holding positions already in the possession of the Italian forces until the coming of Spring makes it possible to resume operations. Then it will be a question of the Allies giving Italy substantial assistance in a new endeavor to expel the Austro-German invaders. As Senator P. J. McCumber pointed out in a speech in the Senate on Jan. 16, about 300,000 Italians surrendered within the two last months, "without even a battle, without even a real blow." The Senator added: "There may be causes for that surrender of which I am ignorant, and I shall not criticise, but there were strong indications of internal disintegration." Italy has also been affected by the activities of politicians who are not loyal to the war aims of the Allies, but a new consolidation of the allied forces is now enabling Italy to prepare for a vigorous offensive in the Spring.

ARTILLERYMEN'S TROUBLES IN WINTER WARFARE: FROZEN COGS IMPEDE OPERATIONS ON WESTERN FRONT

(Canadian Official Photograph from Western Newspaper Union.)

The Fourth Winter of the War on the Western Front



CANADIAN TROOPS MARCHING ALONG FROZEN ROADS TO RELIEVE THOSE ON DUTY IN THE FRONT-LINE TRENCHES. THE DESOLATION OF THE WAR-STRICKEN TERRITORIES TAKES ON A GLOOMIER ASPECT UNDER THE PALL OF WINTER.

AMID THE RUINS AND WRECKAGE OF THE BATTLE ZONES MEN'S THOUGHTS TURN MORE FREQUENTLY TO QUESTIONS OF ULTIMATE DESTINY, AND SO CHURCHES ARE ESTABLISHED WHEREVER POSSIBLE. HERE WE SEE SOLDIERS LEAVING ONE AFTER ATTENDING SERVICE.

The photographs on this and the preceding page remind us that this is the fourth Winter of the war. The difficulties caused by snow and ice are so great that comparatively little fighting is being reported from the various fronts, but positions have to be maintained and all services kept up to the same level of efficiency as during the times of the great offensives. The photograph on the opposite page conveys a good idea of what Winter warfare is like. The Canadian artillerymen who are getting a heavy howitzer into position and finding the cogs all frozen, have to place under them rags soaked in petrol and set on fire so that they can be moved. Similar difficulties are met with at every turn, and, added to the physical discomforts with which the men themselves have to contend, make life a far from pleasant thing in and near the firing line.

(Canadian Official Photographs, from Western Newspaper Union.)

Some of the Defense Positions Constructed by the Italians

TRENCHES AND OTHER FORTIFICATIONS ON THE BRENTA FRONT ON THE ASIAGO PLATEAU.
(© Press Illustrating Service.)

DEFENSE WORKS ON A ROAD IN THE SUGANO VALLEY.
(© Press Illustrating Service.)

DESPATCHES dated Jan. 9 stated that the Winter campaign of the Austro-German armies in Italy had been halted by heavy snowfalls. Monte Grappa, the central point of operations between the Piave and Brenta Rivers, then had three feet of snow, while further north positions occupied by the enemy were buried to a much greater depth. The snow barrier was operating strongly against the enemy, as they were on the higher summits, while the Italians were on the lower ground sloping toward the plain. On Monte Grappa, which was the dominating summit held by the Italians, most of the soldiers were busy clearing the mountain paths so as to permit the steady movement of supplies. Huge tractor snow plows were being used and sledges took the places of trucks for carrying food and munitions. The principal route on the enemy's line of communication from Austria southward into Italy ran through the Stelvio, an Alpine pass, and had a railway down to Trent and thence to Primolano, which is only ten miles from Monte Grappa and the fighting front. The Stelvio is the highest pass in Europe, exceeding 9,000 feet, and connects the Adige Valley of Austria with the Adda Valley in Italy. Snows in this section are commonly followed by avalanches which block the valleys and other available outlets. All the indications are that the enemy's communications are already blocked and that the campaign is accordingly at a standstill till the Spring.

A Flashlight on Some Aspects of the War

COAL gas is rapidly replacing gasoline as a motor fuel in England, largely as a result of war conditions. Hitherto the purveyors of gasoline have had complete control of an essential commodity, and it appeared that the motor world would indefinitely remain in a position of dependence on them. Now a new motive force as applied to vehicles has come into being. Although with the average high-speed engine the difference in power is at present in favor of gasoline, the slower-running motors fed by the now familiar "gas-bag" show better results than their higher speed contemporaries. Cost has been an important factor in the popularization of coal gas fuel, for from 250 to 280 cubic feet, at from 16 to 24 cents, are equivalent to a gallon of first-class gasoline—a price that compares very favorably even with pre-war figures. As a consequence of this the demand for flexible containers set in with a rush. Today there are over 1,000 vehicles plying the high roads of Britain, all depending on coal gas as a fuel. One firm alone has made around 800 flexible containers, while another house is preparing to turn out eighty containers a day. A practical example of the success of this experiment is the char-a-banc service between London and Eastbourne. The round trip of 124 miles is made at an average fuel cost of $4.50 to $5, a saving of something like 60 per cent. upon the cost of gasoline. Gas charges are taken on board at three, sometimes four, intermediate points between London and the south coast resort. The average running is about fourteen miles to the charge, but this factor naturally fluctuates according to the configuration of the country traversed and the quality of the gas. Though at the present time, owing to the exigencies of war, coal-gas fuel can only be made use of through a flexible container, inventors have been at work and have produced cylindrical steel containers which can be stowed away under the driver's seat. On the return of peace these inventions will be released for general use, and will sign the death warrant of gasoline as the exclusive medium for road locomotion. Many believe that the metal gas container will bring about the destruction of the oil combines that have bled the motorist for many years past. "They simply comforted themselves with the thought that road mechanical transport was at their mercy," says an English expert. "But war is bringing them a quick awakening. Necessity has revealed an alternative, the possibilities of which even today are incalculable. And by resorting to coal-gas as a fuel for motor movement we shall be able to keep $50,000,000 in the country." Already people are accustomed to the appearance on the roads of England of cars like that shown on this page.

The French now claim to have been the first to conceive the idea of the tank but the battery of French landships shown above owes its origin to the developmental work done by British experts.
(© Underwood & Underwood.)

WHO invented the "tank" is a question which promises to provide one of the leading controversies of the war. The claim is now made that the real inventors were the French, who say that the idea actually originated as far back as December, 1914, and would have been put in practice in 1915 but for the inertia of the French war authorities. The inventor, it appears, according to the French, was M. Boirault, who had been disabled in the war, and set himself to think how the tremendous networks of barbed wire and trenches might be overcome. He had suddenly the idea of making a big armored car with caterpillar wheels, very much like the tank as it is known now, and having got the idea he elaborated upon it speedily, and soon had the thing complete. He then addressed M. Painleve on the subject, he then being President of the Committee of Inventions. In the note that he wrote on this occasion he defined his invention thus: "A machine presented by M. Boirault enabling the wire networks to be destroyed, trenches to be attacked, and the machine to pass over them so as to take them in the rear by means of machine guns or other guns fixed in the apparatus." Painleve immediately realized the importance of the invention, and encouraged further progress with the idea. Nevertheless, nothing was done in France, and Painleve spoke to Lloyd George on the subject, and very soon the English tanks were doing their business on the Western front. But experiments were made with it at Courneuve in France, in March, 1915, and that is declared to have been the very first seen in the open of the now famous "tanks."

MAXIM LITVINOFF, the Bolshevist envoy in Great Britain, who created a sensation at the opening of the British Labor Congress at Nottingham by making a speech inciting the workers to revolution, occupies the curious position of an Ambassador who is refused official recognition by the Government of the country to which he is accredited. Litvinoff is a Russian revolutionary who took refuge in England, where he has lived for ten years, and married an English woman. He is a highly cultivated intellectual, and, it is said, has always had a great admiration for British institutions. Nevertheless, at Nottingham, he proposed the overthrow of these same institutions by appealing to the British workers to cease passing resolutions and follow the example of the Bolsheviki. When Litvinoff received the telegram from Trotzky appointing him Ambassador in Great Britain, he was on the point of returning to Russia, but he has remained in England for the purpose of urging peace and spreading revolutionary propaganda, the latter activity being a very unusual one for the representative of a Government in another country. Litvinoff's position in England remains a peculiar one so long as the Bolsheviki are in the ascendant in Russia; and while the Ambassador has not received formal recognition from the British Government, unofficially the Foreign Office is keeping in touch with him for the purpose of obtaining information. The growing strength of the new British Labor Party, which has declared its sympathies with the aims of the Bolsheviki, also gives Litvinoff considerable popular support. Arthur Henderson, the leader of the British Labor Party, in a circular to delegates at the Nottingham conference, declared that all the Socialist parties in Europe were in accord in essentials and agreed with the Bolsheviki. Litvinoff's importance, therefore, is not so much that he is a Government envoy as that he is endeavoring to bring about an understanding between the working classes of Russia and Great Britain.

Maxim Litvinoff, named by the Bolsheviki as Russian Ambassador in Great Britain, but unrecognized by the Government.
(Central News Photo Service.)

A sight which is becoming common in England. Re-inflating the container of a private car which uses coal-gas in place of gasoline. The pipe shown conveys gas from a standard connected with the main to the flexible balloon, into which it flows just as if passing to an ordinary burner.

Restoring the Reconquered Land of France to Agriculture

PLANTING YOUNG FRUIT TREES PRESENTED BY AMERICAN RELIEF ORGANIZATIONS TO REPLACE THOSE MUTILATED OR CUT DOWN BY THE GERMANS IN THE REGIONS OF THE SOMME, THE OISE, AND THE AISNE WHICH HAVE BEEN RECONQUERED.

AN AGRICULTURAL OFFICER DIRECTING PLOWING OPERATIONS IN RECONQUERED FRANCE. UP TO DATE TRACTOR-PLOWS ARE NOW BEING USED IN PLACE OF THE OLD PLOWS DRAWN BY HORSES.

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